

विकास नियंत्रण नियमावली
पिंपरी-चिंचवड महानगरपालिका
महाराष्ट्र प्रादेशिक व नगर रचना
अधिनियम, १९६६ चे कलम-३७(२)
अन्वये फेरबदल.
बी.आर.टी. कॉरिडोर

महाराष्ट्र शासन

नगर विकास विभाग,

मंत्रालय, मुंबई - ४०० ०३२

शासन निर्णय क्रमांक-टिपीएस-१८०९/४/प्र.क्र.१६५२/०९/नवि-१३

दिनांक :- ०२.०३.२०१०

शासन निर्णय :- मोबतची शासकीय अधिसूचना महाराष्ट्र शासन राजपत्रा मध्ये प्रसिद्ध करावी.

महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नावाने.


(वि. म. रानडे)

अवर सचिव, महाराष्ट्र शासन.

प्रति,

विभागीय आयुक्त, पुणे विभाग, पुणे.

संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे.

आयुक्त, पिंपरी-चिंचवड महानगरपालिका, पुणे.

उपसंचालक नगर रचना, पुणे विभाग, पुणे.

जिल्हाधिकारी, पुणे.

सहाय्यक संचालक नगर रचना, पुणे शाखा, पुणे.

ज्येष्ठस्थापक, येरवडा कारागृह मुख्यालय, पुणे.

(त्यांना विनंती करण्यात येते की, मोबतची शासकीय अधिसूचना महाराष्ट्र शासनाच्या राजपत्राच्या भाग-१, पुणे विभाग, पुणे पुरवणी भाग-१ मध्ये प्रसिद्ध करून त्याच्या प्रत्येकी ५ प्रती वा विभागास, संचालक नगर रचना, महाराष्ट्र राज्य, पुणे, उपसंचालक नगर रचना, पुणे विभाग, पुणे, आयुक्त पिंपरी-चिंचवड महानगरपालिका, पिंपरी, जि.पुणे सहाय्यक संचालक नगर रचना, पुणे शाखा, पुणे यांना पाठवाव्यात)

कक्ष अधिकारी (नवि-२९), नगर विकास विभाग, मंत्रालय, मुंबई.

त्यांना विनंती करण्यात येते की, सदर अधिसूचना शासनाच्या वेबसाईटवर प्रसिद्ध करावी.

निवडूनस्ती (नवि-१३)

NOTIFICATION

Govt. of Maharashtra
Urban Development Department
Mantralaya, Mumbai - 400032.
Date - 3rd March, 2010

Sanction & Modification under section 37(2) of Maharashtra Regional and
Town Planning Act 1966)

No.TPS-1809/4/CR-1652/09/UD-13

Whereas, the Development Control Rules for the Pimpri-Chinchwad Municipal Corporation (hereinafter referred to as "The said Regulations") has been sanctioned by the Government of Maharashtra in Urban Development Department, under Section 31(1) of the MRTP Act, 1966 (hereinafter referred to as "the said act") vide Notification No.TPS/1894/619/ CR-89/90/UD-13, dated 17th December 1990 & subsequently modified, from time to time by the Government of Maharashtra in Urban Development Department. (hereinafter referred to as the said Notification);

And whereas, the Pimpri-Chinchwad Municipal Corporation vide their General body resolution No.452, dated 19th September, 2008 has decided to submit the proposal to make changes & additions in the Development Control Regulations which are required for implementation of "BRT Corridor" under section 37 of the Maharashtra Regional and Town Planning Act, 1966. (hereinafter referred to as the "said Act");

And whereas, the Pimpri-Chinchwad Municipal Corporation after completing the necessary procedure under section 37 of the said Act has submitted the proposal to Government vide their letter No. NR/W.R./382/277/08 Dated - 12/12/2008;

And whereas, after making necessary enquiries & after consulting the Director of Town Planning, Maharashtra State, Pune, Government is of the opinion that the said modification proposal is in the public interest and needs to be sanctioned with some modifications;

Now, therefore in exercise of the power conferred under sub-section (2) of section 37 of the said Act, Government of Maharashtra hereby sanctions the said modification proposal with changes and conditions and for that purpose amends the said notification. The following modification is newly added at new rule no.N.2.5 after the existing Rule N.2.4.

NEW RULE - N.2.5 - BRT Corridor

The area upto 100 M.L. width along the proposed D.P. road boundary on both the sides of the B.R.T. routes/ feeder routes will be called as "B.R.T. Corridor" as shown on the plan. Following roads are included in the "B.R.T. Corridor."

For BRT Routes

- | | |
|---------------------------|---|
| 1) Aundh Ravet Road | 2) Mumbai Pune road |
| 3) Nasik phata to Wakad | 4) Kalewadi phata to Dehu Alandi Road |
| 5) Dehu - Alandi road | 6) Nasik phata to Indrayani River (Moshi) |
| 7) Vishrantwadi to Alandi | 8) Telco road |

For Feeder routes

- | | |
|---------------------------------|---|
| 1) Express way to Bhakti Shakti | 2) Hinjewadi I.T. Park to Talwade I.T. Park |
| 3) Spine Road | 4) Road parallel to Aundh Ravet road |

H.2.5.1 Additional FSI on BRT Corridor

As per the provision of the sanctioned Development Control Regulations N.2.3, if the proposed plot is affected by DP road or road widening or any road proposed under provisions of EPMC Act, 1949 additional FSI to the extent of maximum 40% of the net plot area is allowed.

The receiving plot in the BRT Corridor shall be allowed such additional FSI along with the TDR so that the permissible total FSI shall not exceed 2.00 irrespective of plot size/ area and width of access road (FSI of the DP road upto 0.40 shall be without any premium charges).

The plot in the BRT Corridor irrespective of whether affected or not by road widening or by proposed road shall be allowed to be exceeded by not more than 1.00 FSI on the net plot area in addition to the original 1.00 FSI in respect of a Development Rights available of DP reservation or DP roads.

All the receiving plot in the BRT Corridor shall be allowed maximum 2.00 FSI as mentioned below.

Area of plot	--- Normal FSI 1.00.
TDR or FSI in lieu of widening of road, DP Road	--- Maximum 0.40.
TDR of reserved sites	--- Maximum 0.40.
Blum TDR	--- Maximum 0.20.

H.2.5.2 TDR utilisation on payment of Premium charges

TDR generated from any of the Zone, from the sanctioned Development Plan of old and extended limit shall be allowed in the BRT Corridor on the payment of premium charges, which should not be less than those decided vide General body resolution No. 452 Dt.18/09/2008. These premium charges are to be decided by the Commissioner, PCMC from time to time. Premium shall not be charged for the 0.40 FSI of road widening area of receiving plot.

H.2.5.3 Parking Provisions

For the proposed buildings on the plots along within the BRT Corridor, the area for the parking shall be provided twice the provision of the parking area given in the table No. 6 of the existing Development Control Regulations 14.2 where plot size is more than 1000 sqft, it shall be binding on the plot owner/developer to develop the parking area and 25% of such developed

parking area on ground floor shall be handed over to the Corporation free of cost. For plot size less than 1000 sq. m., instead of taking 25% small parking areas, premium should be taken for this area at the rate fixed by the Municipal Corporation.

N.2.5.4 Set back / front margins

Set back / front margin for all proposed development/buildings in the BRT Corridor shall be kept as 7.5 meter or that required as per the provision of existing sanctioned DCR whichever is higher.

N.2.5.5 FSI for DP Reservations

For DP Reservations in the BRT Corridor the FSI shall be allowed to be exceeded by not more than 0.80.

N.2.5.6 Modifications in existing Regulations

In addition to the above rules for the BRT Corridor, for the other matters which are not included in this notification, the provisions of the sanctioned existing Development Control Regulations shall be applicable. In addition to the above following changes in existing Development Control Regulations are modified & sanctioned.

Regulations No.	Existing DCR Rules	Proposed Rules
N.2.4.9 (C)	DRC's shall not be used on plot fronting on the following roads up to a 40 Mt. from the road boundary. 1) Pune to Mumbai National highway 2) Pune to Nashik National highway 3) Pune to Mumbai via Aundh National Highway	DRC's from any TDR zone in sanctioned DP of PCMC including additional area limit, shall be allowed to be used in BRT Corridor on the payment of the premium charges as will be decided by the Commissioner PCMC from time to time as specified at N.2.5.2
N.2.4.15	TDR 'A' All the properties fronting on the both sides of the following roads up to depth of 40 Mt from the proposed road widening line as earmarked the sanctioned Development Plan of PCMC. 1) Pune to Mumbai National highway 2) Pune to Nashik National highway 3) Pune to Mumbai via Aundh National Highway All gauthans and congested areas as shown on the DP of PCMC	TDR 'A' All gauthans areas as shown on the DP of PCMC.

The above modifications are approved/sanctioned by the Government with the following conditions -

- 1) Maximum care should be taken to avoid accidents on the BRT Corridors. For this Purpose grade separations as far as possible for pedestrians using the BRT should be adopted. Service roads are must. Wherever grade separation is not done, signalled, zebra crossing should be provided and the same should be manned by a traffic constable or traffic wardens depending on the volume of traffic.
- 2) The 100 meter belts on either sides of the BRT Corridor should be properly planned and developed. An action plan for development of these belts should be prepared in advance by the Municipal Corporation incorporating sufficiently wide roads, open space and other infrastructural facilities, strictly adhering to the norms of the D.C. Regulations.
- 3) The funds generated from premium should strictly be used for the development for the 12 BRT corridors and a separate account should be maintained for this purpose.

Note -

A) The part plan bearing No.TPS-1809/4/CR-1652/09/UD-13, showing the above notification is kept open for inspection by the public during office hours in the office of Municipal Commissioner, Pimpri Chinchwad Municipal Corporation, Pimpri for a period of one month.

B) This notification is also published on Govt. web site a www.urban.maharashtra.gov.in

By order & in the name of the Governor of Maharashtra.



(V. M. Ranade)

Under Secretary to Government